
Public Scoping Comments – Multiple Counties

Appendix L



U.S. Department
of Transportation
**Federal Railroad
Administration**



DEPARTMENT OF CONSERVATION

DIVISION OF OIL, GAS AND GEOTHERMAL RESOURCES

5816 Corporate Avenue • Suite 200 • CYPRESS, CALIFORNIA, 90630-4731

PHONE 714 / 816-6847 • FAX 714 / 816-6853 • WEBSITE conservation.ca.gov

October 29, 2009

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814



Subject: Notice of Preparation of a Draft Environmental Impact
Report/Environmental Impact Statement for the California High-Speed
Train Project From Los Angeles to San Diego via the Inland Empire, CA

Dear Mr. Leavitt:

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) as a Participating Agency, has reviewed the above referenced Notice of Preparation for the California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire, CA. We offer the following comments for your consideration.

The Division is mandated by Section 3106 of the Public Resources Code (PRC) to supervise the drilling, operation, maintenance, and plugging and abandonment of wells for the purpose of preventing: (1) damage to life, health, property, and natural resources; (2) damage to underground and surface waters suitable for irrigation or domestic use; (3) loss of oil, gas, or reservoir energy; and (4) damage to oil and gas deposits by infiltrating water and other causes. Furthermore, the PRC vests in the State Oil and Gas Supervisor (Supervisor) the authority to regulate the manner of drilling, operation, maintenance, and abandonment of oil and gas wells so as to conserve, protect, and prevent waste of these resources, while at the same time encouraging operators to apply viable methods for the purpose of increasing the ultimate recovery of oil and gas.

The scope and content of information that is germane to the Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code (PRC), and administrative regulations under Title 14, Division 2, Chapter 4, of the California Code of Regulations.

The proposed project passes through the administrative boundaries of the Montebello and Rowland oil fields as well as the counties of Los Angeles, Riverside, San Bernardino and San Diego. There are numerous active, idle, plugged and abandoned wells within or in proximity to the project boundaries. The wells are identified on Division maps and in Division records. The Division recommends that all wells within or in close proximity to project boundaries be accurately plotted on future project maps.

Mr. Dan Leavitt, California High-Speed Rail Authority

October 29, 2009

Page 2

Building over or in the proximity of idle or plugged and abandoned wells should be avoided if at all possible. If this is not possible, it may be necessary to plug or re-plug wells to current Division specifications. Also, the State Oil and Gas Supervisor is authorized to order the reabandonment of previously plugged and abandoned wells when construction over or in the proximity of wells could result in a hazard (Section 3208.1 of the Public Resources Code). If abandonment or reabandonment is necessary, the cost of operations is the responsibility of the owner of the property upon which the structure will be located. Finally, if construction over an abandoned well is unavoidable an adequate gas venting system should be placed over the well.

Furthermore, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

To ensure proper review of building projects, the Division has published an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure" that outlines the information a project developer must submit to the Division for review. Developers should contact the Division Cypress district office for a copy of the site-review packet. The local planning department should verify that final building plans have undergone Division review prior to the start of construction.

Thank you for the opportunity to comment on the Notice of Preparation. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731; phone (714) 816-6847.

Sincerely,



Paul Frost
Associate Oil & Gas Engineer
Division of Oil, Gas and Geothermal Resources
District 1 - Cypress

cc: State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Adele Lagomarsino – Division Headquarters
Sacramento

Kris Livingston

From: Michael Allen [mallen750@yahoo.com]
Sent: Tuesday, November 10, 2009 11:18 PM
To: HSR Comments; michael allen
Subject: LA-SD HST Section via the Inland Empire

Hi,

I am a resident of San Marcos, California. I have four major comments:

1. I fully support the California bullet train.
2. I prefer an accelerated build out of the Los Angeles to San Diego route. It would be acceptable to me to increase the gas tax in the affected Southern California counties to pay for an accelerated build out of the LA to San Diego route. This corridor has a high population density and the higher passenger volume could help the new train cover it's costs rather quickly.
3. I would prefer that the Escondido station be located at the Escondido Transit station / Sprinter Line Terminal. Do not put the station on El Norte Parkway. Even though El Norte is closer to where I live, the Transit Station is a more central location and the infrastructure for linking to the Sprinter is already there. The transit center is the best location for the Escondido area.
4. Also, the proposed route from Escondido to Ontario should be routed so that it does the least environmental damage. There are significant wetlands (Temescal Canyon) along the potential I-15 route north of Murrietta. My understanding is that Temescal Canyon was a major wildlife corridor before I-15 was built. And it might be possible to restore this corridor in the future. Perhaps by building wildlife overpasses over key sections of I-15. These types of overpasses are common in Canada and there is talk of building one above the 405 freeway where it climbs a canyon atop the Santa Monica Mountains in West Los Angeles. So for this reason, it would be best not to add more infrastructure like the bullet train to Temescal Canyon. Instead, the bullet train should be routed due north along I-215 to Riverside.

Thanks for taking my comment.

Sincerely,

Michael Allen

Kris Livingston

From: David Archbold [darchbo1@gmail.com]
Sent: Friday, October 16, 2009 3:00 PM
To: HSR Comments
Subject: San Diego, Mira Mesa, Escondido, and Ontario commenting.

Citing the station at Mira Mesa would not only take advantage of the currently proposed route along the I-15 corridor, doing so would eliminate the need for routing track to accommodate placing a station near University Towne Center, thus avoiding a redundant station as the Coaster station at Sorrento Valley is close enough that it already serves as the community rail station as opposed to citing an additional station less than two miles from existing services whereas citing new rail service and stations more than eight miles from existing lines not only provides service to untapped markets, doing so potentially eliminates the need to curve track, thereby reducing unnecessary distance between Downtown San Diego and the next station as routing track from Mira Mesa and Downtown could use a far straighter track, thereby reducing mileage between stations while enabling express trains to more rapidly achieve cruise speed while also cutting down on operating expenses such as fuel and maintenance.

If UTC area is selected for this station, most potential passengers will likely continue use of their private automobiles as Mira Mesa is centrally located between San Downtown Diego and Escondido. Merely having service is not enough incentive to use so long as that service is so distant from origin that destination for utilization does imply travel out of way from destination. From Mira Mesa to Downtown San Diego is approximately 17 miles just as Mira Mesa to Escondido is also approximately 17 miles. Citing at Mira Mesa and avoiding unnecessary curvature to use existing rail lines such as Amtrak utilizes would keep this balance, thus effecting operating costs, maintenance efforts, and travel times. Such a balance of travel times between stations offers better predictability when estimating travel times for passengers.

Approximately two miles south of Mira Mesa is MCAS Miramar, a significant military base. In addition to Marines stationed here, there are also a considerable number of civilians that are employed at Miramar, both of which would gladly ride aboard available rail service if it were only as close as two miles, practical walking distance for any active duty personnel. Should the Military ever release Miramar to become a public airport, although unlikely, it would benefit from already having a station within short distance.

This high-speed rail service offers tremendous potential for commuters, not only between Los Angeles and San Diego, but also within San Diego County itself. Many people live Downtown while working elsewhere, just as do those living in Escondido. A considerable number of commuters could reasonably be attracted to become passengers of such a rail service along the I-15 corridor between Downtown San Diego to as far as Riverside with remarkable ease, thus incentivizing ridership by gutting commute times. The argument that 'communities come and go' ignores the established nature of residents that own their home but won't or can't sell; plenty of homeowners love their communities while others can't afford to leave as they would lose money, lots of money, on the sale of their home, thus creating a warm, captive market for rail service that enables them to spend greater time with family and possibly earn that precious college degree from the likes of Miramar College, also in walking distance from a potential station at Mira Mesa Blvd.

Were Mira Mesa to be selected for this station, bus service could necessarily be refocused considerably to feed passengers from their homes, businesses, and shopping to access rail service between the extremes of Escondido and Downtown San Diego, without the mind-numbing and time-consuming approach of bussing all over town so as to accommodate a greater number of passengers. Travel times between most points in San Diego County should be less than one hour, not in excess: It is highly possible that along the I-15 corridor, if Mira Mesa were selected, that bus service could be remapped to feed passengers onto rail service.

Citing the Mid/Upper-San Diego station at Mira Mesa should be done at either Mira Mesa Blvd adjacent to I-15 at the existing Park and Ride, though that area is already heavily trafficked and presently undergoing freeway expansion. The first alternate site in this area is just north of Mira Mesa at Mercy Road adjacent to I-15 as the area is relatively vacant though hilly with comparatively reduced traffic volume in comparison to Mira Mesa Blvd. A second alternate site in this area is at Miramar Road adjacent to I-15, though already heavily trafficked; south of the TRACON building is open land.

Citing at Escondido really should connect at the Escondido Transit Center as this would automatically partner high-speed service with existing North County Transit District offerings, also reducing or eliminating any need to supplement the existing Sorrento Valley area with redundant service given that the NCTD operated Sprinter is a service between Escondido and Oceanside that also connects with the Coaster trains operating between Oceanside and Downtown San Diego.

Citing the Downtown San Diego station to feed passengers to other vehicles at the Santa Fe Depot would have the same effect as citing at the Escondido Transit Center in partnership with NCTD given that the San Diego Trolley, Coaster, and Amtrak each have a significant presence at the Depot. Completing the rail loop must also be a consideration: Passengers unable to use one service would be inclined to utilize another in order to maintain their use of public transit. Were Lindbergh field to be selected as the southern terminus, transit connections would maintain needless difficulty while also ignoring connection improvements.

Neighboring the Santa Fe Depot is a considerable cluster of commercial and government venues, many in walking distance, while others are readily accessible by Trolley or bus. Before the first Trolley stop after the Santa Fe Depot, practically walking distance, you can find the Star of India Maritime Museum, a working sailing ship ported and docked in San Diego Harbor virtually full time; Cruise Ship Terminal with over 500,000 passengers annually; a passenger ferry with service to Coronado & NAS North Island; the U.S.S. Midway San Diego Aircraft Carrier Museum, and many commercial office buildings and a variety of shops, stores, and restaurants readily accessible from all bus and Trolley stops. The first stop north of Santa Fe Depot is the County Center and Little Italy: Little Italy is a very popular destination for tourists and the County Center contains a

considerable number of San Diego County Government offices, within mere walking distance of Trolley service and looped by bus service. The first stop east of Santa Fe Depot is the "American Plaza" that connects by Trolley with nine bus routes that connect with other transit hubs in the Downtown area and within walking distance of this location is the San Diego County Courthouse. The second stop east is the Civic Center neighboring such cultural attractions as the San Diego Opera. Third stop east arrives at another bus hub and walking distance of San Diego's Downtown Library while the fourth stop connects with San Diego City College and more bus service. Taking the trolley south arrives at four stops as follows: Seaport Village, complete with classic wooden pier and dozens of shops and several restaurants; San Diego Convention Center; the Gaslamp Quarter with Petco Park, and; Tailgate Park – each of these stops are mere walking distance from their associated attractions. This paragraph highlights just the Downtown connections that can be made from the Santa Fe Depot by way of San Diego Trolley whereas if Lindbergh were selected, bus and Trolley connections to those same destinations would have to be made, needlessly complicating recreational and commuter travel while limiting the versatility that this choice provides.

Santa Fe Depot connections beyond Downtown San Diego by way of Trolley and bus service includes 5 military bases and installations in and around San Diego Bay (Marine Corps Recruit Depot San Diego, Naval Base Point Loma, Naval Base San Diego/32nd Street Naval Station, Bob Wilson Naval Hospital, Space and Naval Warfare Systems Center San Diego, Naval Air Station North Island) each with no expected date of closure; San Ysidro Transit Center as the United States-Mexico border Trolley Station; Linda Vista connects with bus service to University of San Diego, a prominent academic institution in Southern California; within the Mission Valley area alone are connections to significant shopping malls, the Fashion Valley Transit Center (a bus hub), and Qualcomm stadium (presently home to the San Diego Chargers); San Diego State University, another prominent academic institution; Alvarado Medical Center; and communities of Santee, Grossmont, La Mesa, Lemon Grove, Encanto, and Euclid.

Santa Fe Depot by Coaster connections serve, at some points overlapping with Amtrak service, the following communities along the coast: Old Town, Sorrento Valley, Solana Beach, Encinitas, Carlsbad Poinsettia, Carlsbad Village, and Oceanside Transit Center. Sprinter service in North County connects from Oceanside Transit Center to Escondido Transit Center and travels to the following stops: Coast Highway, Crouch Street, El Camino Real, Rancho del Oro, College Boulevard, Melrose Drive, Vista Transit Center, Escondido Avenue (Vista), Buena Creek, Palomar College, San Marcos Civic Center, Cal State San Marcos, and Nordahl Road - at least two public colleges are found along that route. This combination of services (Trolley, Coaster, and Sprinter) provide rail service to over one million residents while leaving a gaping hole along the I-15 corridor where no rail service exists and bussing remains the only public transit option should one not own a vehicle. If High-Speed Rail service were placed within this corridor, transit options equivalent to other communities throughout San Diego as mentioned in this paragraph, certainly with the limited station count offered and different class of service, it would be differ from other commuter services, however, this would introduce service where no prior competitive venture exists.

Were Lindbergh field to be selected, this would feed more passengers into an already capacity-dense airport, just as would feeding passengers to Los Angeles (LAX). Lindbergh field is a single runway airport with normal operations heading from east to west while reverse operations imposed by Santa Ana weather operations are reversed, creating weight limits upon aircraft as common as a 737-800 because of local topography that inhibits more direct international flights. Normal operations are also differentiated from FAA standards due to the runway design which includes a "displaced threshold" causing arriving aircraft to have less runway; FAA standard runway safety areas are shortened, effecting aircraft overruns by limiting total aircraft weight that can be stopped by the shortened area to 350,000 pounds. This combination of restrictions functions to detract heavier aircraft with greater passenger capacity that would so obviously be needed were Lindbergh field to be selected. Presently, Lindbergh is presumed to be operating at about 70% of capacity on 60 gates and is anticipated to reach 92% capacity with 10 additional gates and no published plan to increase runway count; domestic service is offered by 20 passenger airlines to 44 destinations, about 39 of which are domestic. The closest flight out of Lindbergh is to Los Angeles, another International Airport.

Los Angeles International Airport does offer four runways and 3 international destinations; 163 gates; can land the Airbus A380 Superjumbo; offers service to 87 domestic and 69 international destinations; already has local mass transit service with planned inclusion of a light rail station serviced by Los Angeles Metro Rail thus citing a station would create further redundancy; it is the world's fifth- and nation's third-busiest airport serving an estimated 60 million passengers annually. LAX is known to the High-Speed Rail Authority as being at or near capacity, much like SAN, whereas LA/Ontario International Airport is presently under-utilized with two runways, includes expansion plans from two terminals up to 5; is the preferred alternative to LAX for international flights low on fuel or when LAX is otherwise unavailable; LA World Airports, the authority for ONT and LAX, could quite effectively promote ONT over LAX and SAN as a major destination if it were more accessible to the region at large.

Kris Livingston

From: den124 [dennis.jdc178@gmail.com]
Sent: Monday, October 12, 2009 8:29 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

To Mr. Dan Leavitt:

I live in San Diego County, in Carlsbad, and am a professional urban planner. I am writing as an individual and not as a representative of a public or private agency. I want to thank you for the opportunity to comment on the possible contents of the DEIR, regarding the High Speed Train (HST). In concept, I support the installation and operation of such a train system in the State. I believe there will be environmental impacts to the State, if such a train system is not installed; particularly, air quality and climate change impacts. I suggest that the DEIR cover some of the following potential impacts:

1. I see that possible air quality impacts will be identified and analyzed. I hope that this analysis includes comparisons, between single occupancy vehicle usage and the benefits of the HST. Of course, I am assuming that the HST will support cleaner air, as opposed to jet air travel and gas-fueled vehicles.
2. I suppose the HST is planned for passenger travel. Although, maybe not possible, it would be interesting to determine if such a system might be used for freight travel, as well. This could increase revenue to the system, as well as reduce travel time and expenses for certain types of freight or postal service. I do not intend that such a system should be used for hazardous or potentially hazardous materials.
3. It is understandable that the planned HST might end/begin at Union Station, at Los Angeles. However, I suggest that the Authority review the possibility of extending the tracks to LAX. It is obvious that Interstate 405 is over-burdened, and such a connection might be desirable, depending on costs and potential impacts.
4. After reviewing the potential impact list in the NOP supporting information, I suspect that visual and aesthetic impacts will be covered by the DEIR. It is imperative that if this HST passes by, or through, residential and densely populated areas that the visual qualities of those areas are not impacted severely. I suggest that the stations listed in the NOP will be designed using soft architectural principles and appropriate landscape design, to mitigate possible impacts. I believe there are examples in San Diego County of well designed architecturally pleasing stations, such as the Solana Beach Station.
5. I also agree with the identification of noise impacts, within the NOP. I trust a comparison, between highway noise and the HST, will also be included within that study. A full picture is needed regarding noise impacts, not only the usual potential impacts to the surrounding land use occupants, but also how such a system might actually reduce noise to the surrounding people. I trust that noise barriers and walls, as mitigation, will be designed in a pleasing and artistic manner, for those who may end-up looking at those walls from their homes.
6. I strongly agree with the inclusion of the environmental justice review, which is found in the NOP. All people, of all income levels and quality of life, deserve fair treatment regarding placement of track and stations, as well as possible experience of noise and visual quality impacts.
7. I agree with the north-to-south alignment for the HST, due to potential demand for such rail service. However, I recommend that additional tram/rail and public transport facilities and services be considered, to serve the main HST line. It is important for travelers to have access to travel services, at the HST stations, as well as possess an ability to access and receive local public transit services, once they arrive at their

destination. It would be a shame to facilitate quick north-to-south travel, and then have travelers "stranded" at their destination, without an easy ability to find affordable transit options to move east or west, from the HST. I believe this is particularly true for San Diego County, as a whole. If the DEIR suggested that this was a local concern, I'd understand. However, I believe that this is an important issue to highlight. Further, this could be an obvious criticism for most public transport systems in the United States.

8. I agree with a track alignment that brings people to the San Diego Airport.

9. I also agree with the need to review impacts to biological resources. Track installed in the central and east portion of San Diego County will move through biological resources and could affect the conservation efforts. This issue should be addressed in the DEIR.

10. Assuming the Marine Corps will continue to operate its base at Miramar for the long-term, it is important to note that if the HST is elevated, potential impacts due to flight paths of military jets should be reviewed. This may not be an issue, depending on the specifics of flight paths, flight altitudes, as well as the HST path. However, I did want to point this out as an item which might need to go into the DEIR.

11. In Japan, similar train systems are elevated quite high above neighborhoods. I am unsure if this HST system will be elevated to such an extent. If so, I believe that potential hazards relating to train derailments or other disasters should be identified and addressed in the DEIR. This is an unfortunate, but possible issue and should be reviewed, as openly as possible. Will the Authority develop a disaster plan, prior to operation of such a system?

I am sure that none of the issues presented herein are new or surprising. I expect that the DEIR would have covered this list regardless of whether I, or someone else, identified them. However, I wish to go on record and look forward to reading the DEIR.

Please feel free to contact me about this letter, and thank you for the opportunity to comment.

Respectfully,

Dennis Campbell

Kris Livingston

From: Joyce Dillard [dillardjoyce@yahoo.com]
Sent: Friday, November 20, 2009 3:19 PM
To: HSR Comments
Subject: Comments on LA-SD HST Section via the Inland Empire due 11/20/2009

Comments on LA-SD HST Section via the Inland Empire due 11/20/2009

Grade separations are a major concern along all the routes. Since speed is the key selling point of this project, then what considerations have been taken for areas near parks, trails, wetlands, hospitals, schools, charter schools, churches, wildlife crossings, migratory bird routes and equestrian areas?

What accommodations are being given to and for the disabled in the route planning?

What are the floodplain management impacts?

What Oil, Gas and Methane issues are along any of the routes? Hazardous substances and odors are a public health and safety problem. Many oil wells are not mapped. What testing will be done?

Will hillsides be mapped for the analysis?

What type of electrical/energy supplies will be needed along the route? What is the greenhouse gases effect?

We have had problems with grade separations not planning for rail with a high number of children present. That problem needs to be carefully mapped throughout this route.

Consideration for the Integrated Regional Water Management Plans should be included as spreading grounds, water quality and water supply issues are addressed that may include a considerable amount of open space.

Even though there has been emphasis on Transit-Oriented Development TOD, current traffic and congestion plans should be addressed. Many municipalities are not current, but information should be based within a 3-5 year planning period. We would emphasize that without cooperation with municipalities independent studies should be undertaken.

The TOD is overemphasized compared to city needs. Rural needs may differ.

Economic growth, especially during a statewide and local economic downfall, is difficult without a hub or center of industry/sector growth. Small business and small business incubators should be identified to facilitate

with the recognition of these economic hubs.

Historic and cultural resources should be identified.

Housing density should be considered in any route. Will current railroad right-of-ways be used? They should have been identified in your presentations and handouts.

In the Los Angeles area, is the route going through or near Hazard Park and Lincoln Park? If so, natural springs and historical/cultural resources should be preserved.

SGV San Gabriel Valley Industry Program Alignment Route is an obvious political choice for the pending LA Football Stadium. That route may be inconsequential with traffic flows from throughout Los Angeles and Ventura counties to the pending football stadium. Orange County may benefit from such a link, but the cost-benefit ratio should be analyzed. The football culture of trunk parties should be taken into consideration as a deterrent to this route. Lack of housing in that area should also be taken into consideration.

SGV San Gabriel Valley El Monte Option Alternative Route would have to connect with the bus hub in that area to be beneficial.

SGV San Gabriel Valley West Covina Option Alternative Route would have to be analyzed in relationship to the Silverstreak bus route in its benefit or non-benefit.

El Monte Option combined with the West Covina Option would make the Alternative Route a better choice over the Industry Program Alignment Route.

SGV San Gabriel Valley Cal Poly Option Alternative Route would have to be analyzed as a benefit to the college and the mitigations around its agricultural base.

SGV San Gabriel Valley Pomona Option Alternative Route would have to be analyzed as a benefit to the LA County Fairgrounds and the surrounding residential area.

The Ontario Airport connection is the most beneficial, as public transportation around that area is lean and difficult. There is a convention center across the street.

San Bernardino Option Alternative Route and the Riverside Option Alternative Route should be analyzed with industry and residential data for a LA connection and/or San Diego connection cost-benefit determination.

Riverside March AFB Option Program Alignment Route appears to be beneficial. What homeland security issues would arise?

Murrieta Option Program Alignment Route is needed. Economic impacts should be analyzed.

Corona Option Alternative Route does not seem to be as an appropriate option according to my comments to the other options.

Joyce Dillard
P.O. Box 31377
Los Angeles, CA 90031

Kris Livingston

From: Maureen Gallivan [gallivans@san.rr.com]
Sent: Sunday, November 15, 2009 6:01 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

Gentlemen - we feel that it is extremely important that the high speed rail be instituted all the way to San Diego from San Francisco. In fact, it should connect both Lindberg field and Orange Co. (John Wayne) airports besides having stops in Escondido and University City. The most efficient operation wd be to put it above the HOV lanes of I-15 on an elevated track. Please consider this possibility. A lot of air pollution and energy can be saved plus hours of commuters' time stuck in traffic.

Sincerely, John, Maureen & Tim Gallivan, 11029 Camino Abrojo, San Diego, CA 92127

Kris Livingston

From: Larry [larry.geyerman@prodigy.net]
Sent: Monday, October 12, 2009 11:16 AM
To: HSR Comments
Subject: High Speed Rail

Sirs,

If you would like for the rail plan in San Diego to fail, stop it in Escondido instead of Qualcomm Stadium. If you take it to UTC and don't correct the serious traffic problems on Interstate 5 and Interstate 805, no one will ride it. This is because no one can get in and out of there now in a timely manner. Go there on any weekday from 7 to 9 am or 3 to 6 pm and you will see the traffic.

A true competitive plan would take it very near the existing airports for a fly and ride. If it were to go up above Interstate 5 as an elevated train, swing over on Interstate 405 and meet up again with Interstate 5 on its way north, more of the population of California would be served quickly. I am sure that the construction could be planned well without impacting the flow of traffic much.

The plan to take it to UTC is flawed in so many ways. To get to UTC, it would be through Rose Canyon, an active earthquake fault line, a sensitive wildlife area, a park in the city and the traffic is already impacted. It would be great to have another way to reach northern California, but what is wrong with Qualcomm Stadium with a spur to the airport? Is it because the City already owns it and no one else will benefit?

Larry Geyerman
5920 Scripps Street

San Diego, CA 92122

Kris Livingston

From: Heather M. Greenberg [heather@pruyne.net]
Sent: Monday, October 12, 2009 4:39 AM
To: HSR Comments
Cc: Friends of Rose Canyon
Subject: LA-SD HST Section via Inland Empire

Dear Sir/Madam:

I live in San Diego and travel to LA for work twice a month. I've looked into getting there by train, but it takes so long it isn't a realistic option. Given my situation, I am very much in favor of having a high speed rail line between these cities.

San Diego's green spaces are a precious community resource and I'd gladly sacrifice a little convenience to maintain them. My 9 year old son and I recently re-visited Rose Canyon at twilight and got to see several owls from two species swoop in for their dinner. We followed that up with dissecting prepared owl pellets and figuring out which bones came from which animals. That sort of educational/family time experience is irreplaceable.

Please do a full study of having the HSR line go to Qualcomm Stadium instead of through Rose Canyon.

Thanks,
Heather Greenberg

Kris Livingston

From: Allen Job [1allenjob@gmail.com]
Sent: Monday, November 09, 2009 11:56 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

Please fund this line bet LA and SD via the Inland Empire. The Inland Empire is now home to one of the largest commuter populations to LA. As a 13 year resident of the "IE" I commute to San Diego on a weekly basis. I would gladly use a high speed alternative and I'm sure lots of IE commuters will also. The project will revitalize the IE and promote more usage of public transportation.

Thank you

Sincerely,

Dr. Allen Job
Pediatric Dentist
Assistant Professor. Loma Linda University School of Dentistry
Private Practice in San Diego, CA and San Bernardino, CA

Kris Livingston

From: Daniel Krause [daniel.krause@ca4hsr.org]
Sent: Friday, November 20, 2009 2:28 PM
To: Dan Leavitt
Cc: HSR Comments; Khoa Nguyen; HSR Info
Subject: Los Angeles to San Diego HST - Scoping Comments
Attachments: CA4HSR - Los Angeles to San Diego Scoping Comments.pdf

Hi Dan,

Please find the attached letter that includes Californians For High Speed Rail scoping comments for the Los Angeles to San Diego Section.

Please confirm receipt of this letter as I haven't used your e-mail for several years and want to make sure it is current. I have copied this letter to the comments and info emails of the Authority to ensure the letter is recorded as received today (11/20/09), which is the last day for submittals.

Please let me know if you have any questions. I can be reached at 415.559.8836.

Best regards,

Daniel Krause
Vice Chair, Board of Directors
Californians For High Speed Rail
daniel.krause@ca4hsr.org
www.ca4hsr.org



Californians For High Speed Rail

A Statewide Coalition of High Speed Rail Supporters | www.ca4hsr.org | 510.931.0384

November 20, 2009

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
Attn: Los Angeles to San Diego via the Inland Empire Section EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814

RE: Los Angeles to San Diego Section Scoping Comments

Californians For High Speed Rail is a grassroots, statewide coalition of high speed rail supporters advocating for the high speed rail project approved by California voters in November 2008. Founded in 2005 and re-launched in 2009, we exist to educate, inform, and organize Californians about ways they can help make high speed rail a reality in this state. Additionally, Californians For High Speed Rail also encourages sustainable development of the high speed rail (HSR) system, promoting the building of HSR stations in city centers and surrounding transit-oriented development, as well as developing/improving feeder transit systems.

We are submitting this letter to provide our scoping comments regarding the Los Angeles-to-San Diego section of the environmental review process being undertaken by the California High Speed Rail Authority (Authority).

Planning Criteria

Alignments for the California High Speed Rail (CHSR) system should be pursued which ensure the best possible locations of stations. Therefore, the determination of ideal station locations should be given high priority, with alignments designed to access these sites. Several specific criteria should be considered when deciding the location of HSR stations. These criteria are summarized below. Please note we have also provided much more detailed suggestions for planning and mitigation criteria in Attachment A to this letter (see page 9).

Potential for Transit-Oriented Development (TOD)

- Give priority to station locations where there are strong commitments to significant amounts TOD within a half mile radius of the station site.
- Ensure that growth management policies adopted by a given locality have teeth and are designed to efficiently direct growth into the half-mile radius of HSR station sites.
- Consider eliminating station sites in localities that are not committed to maximizing

development around HSR stations.

Ability of Riders to **Walk** from a HSR Station to Large Volumes of Urban Development and Major Destinations

- Closely study and analyze “walk sheds” based on a 12-minute walk time from a HSR station to the surrounding area. With a 12-minute walking radius, determine how many square feet of development there is and what types of land uses exist. Prioritize station location that are within a 12-minute walking distance to land uses that stimulate high speed rail ridership, such as offices, residential, and large cultural and commercial destinations.
- Transportation strategies for access to and from HSR stations should focus on transportation demand management (TDM) measures that **reduce** automobile trips generated (ATG). The amount of travel demand that can be satisfied by walking, transit usage, and bicycling will greatly impact the effectiveness of TDM measures used to mitigate the ATG impact of each station.

Convenient and Seamless Connections to Existing and Planned Transit Services

- Stations should be located where the most transit services converge, including metro and light rail services, commuter rail service, and bus service.
- A goal of one transfer from the HSR station to another form of transit should be established to encourage convenient access to a large percentage of prominent destinations in a given city.
- Two or more transfers to prominent destinations should be discouraged.

Station and Alignment Alternatives

The comments of Californians For High Speed Rail are discussed below for various alternative alignments and station alternatives presented by the Authority at recent scoping meetings for the Los Angeles to San Diego section environmental impact report/environment impact statement (EIR/EIS). Additionally, new alternatives are suggested in certain areas of the Los Angeles to San Diego section, especially in San Diego County. We have provided a few comments below regarding certain stations and alignments. Some text is bolded, which emphasizes our recommendations and considerations that differ somewhat from alternatives presented at the scoping meetings and current planning trends of certain localities.

Los Angeles and Riverside Counties

Generally, we support further study of all existing alternative alignments and station locations shown on the scoping meeting poster boards for Los Angeles County and Riverside County.

- **UPRR Riverside/UPRR Colton, UPRR Colton, and Metrolink Alignment Options**
These two rail corridors should be studied as shown on the scoping maps presented at recent public scoping meetings. Conversely, **the Metrolink corridor is not a good candidate to carry forward (between Los Angeles Union Station and the area north of Ontario Airport)** due to the surrounding residential development. However, the Metrolink corridor should be

studied between the area north of Ontario Airport to the Santa Fe Depot/Metrolink station in downtown San Bernardino, to allow for the consideration of a HSR station there.

- **City of Industry / Downtown Pomona Station Alternatives**

The City of Industry does not provide good opportunities for a HSR station or for future TOD due to existing industrial development that dominates the landscaping surrounding the UPRR Riverside rail corridor. Though there may be a National Football League stadium near a future HSR station, there would only be 10 games a year at the site. Therefore we feel that the existing Metrolink service to the area is adequate. **The City of Industry station should be considered for elimination** based on sound planning criteria for the high speed rail project unless there is a concerted effort and commitment to transform a large area surrounding the proposed station site into a dynamic and massive TOD that goes far beyond a football stadium.

As things stand now, a more appropriate location for a station in this area is the proposed downtown Pomona station site (or the proposed Cal Poly Pomona site if the UPRR Colton alignment is selected). There are numerous underutilized parcels of land near the existing Amtrak/Metrolink station in downtown Pomona, mainly due to large quantities of surface parking lots. A Cal Poly Pomona site is also a strong candidate, though given the importance of TOD and downtown development, a downtown station is likely to be the stronger candidate of the two.

- **Ontario International Airport Station**

We encourage that the final alignment of HSR trains to Ontario International Airport be designed in a way that would locate the HSR station immediately adjacent to the air passenger terminal by diverting the HSR alignment slightly south off the UPRR Colton Line for a short stretch. Forcing everyone into a shuttle bus seems unnecessary when the HSR line could easily cut across the surface parking lots that lie immediately north of the air passenger terminal to provide easy access by foot.

- **Downtown San Bernardino (Santa Fe Depot) Station**

Though this station site will increase travel times between Los Angeles and San Diego approximately five minutes per trip over the estimated travel time for the preferred I-215/I-15 corridor alignment from the program-level EIR/EIS and cost significantly more than not providing a station in San Bernardino, the large population of San Bernardino may warrant the extra trip time and expense. Therefore, we urge the Authority to continue to examine a station site in downtown San Bernardino at the Santa Fe Depot as part of the alternative analysis process.

- **Downtown Riverside / UC Riverside Station Alternatives**

A station in downtown Riverside should be further studied due to the complex trade-offs the location presents. Downtown Riverside already has numerous large buildings and room for more land use intensification, which would support an HSR station. Additionally, three Metrolink lines serve the Riverside-Downtown Metrolink station. Therefore, an HSR station at this location would provide great connectivity to the region's commuter rail network. The

disadvantages of the locating the HSR station in downtown Riverside include diverting the HSR alignment away from I-215, requiring running the line from downtown to I-215 via city streets. This could lead to the need for expensive aerials, trenches, or tunnels along major city roads with nearby residential development. Additionally, the Metrolink station is located on the east side of Highway 91, whereas the core of downtown is located on the west side of Highway 91.

Californians For High Speed Rail would like to see a downtown station in Riverside. However, due to the site constraints, it is prudent to continue to examine the UC Riverside station site as well. To improve the performance of a UC Riverside station location, we encourage that an intense TOD be pursued on the west side of I-215 that would provide synergistic development to UC Riverside (which lies immediately east of I-215).

Californians for High Speed Rail **does not** support further study and consideration of the following stations and alignments:

- **Corona Station / I-15 Alignment (north of I-15/I-215 junction)**

Though a Corona station location would serve western portions of Riverside County and allow for a slightly faster travel times down the I-15 corridor over the I-215 corridor, there are no large urban centers along the I-15 corridor.

Given the high populations centers along the I-215 corridor in northeastern Riverside County (i.e. San Bernardino and Riverside), we recommend the elimination of the I-15 corridor (north of the I-15/I-215 junction) from consideration as an alignment for the CA HSR system.

- **March Air Force Base**

Unless a new large “green” city is proposed at the March Air Force Base site that is walkable in nature and extremely dense, we recommend the elimination of this station site from consideration in the alternative analysis planning process.

San Diego County

San Diego County presents many considerations, given the current political dynamics. Overall, we are very concerned with the direction that San Diego area is pursuing for the development of HSR and feel if current planning efforts prevail, the ridership of the CHSR system in San Diego County will be lackluster and downtown San Diego will become less competitive to other major downtowns around California. Therefore many of the comments below provide our views on the current planning trends taking place in San Diego County.

- **Escondido - Transit Center Station / Escondido - I-15 Corridor Location**

Californians For High Speed Rail supports the examination of the both Escondido station options currently be conducted by the Authority. The preferred station location, along the I-15 corridor, from the program-level EIR/EIS, would likely reduce expenses significantly by not forcing the HSR line to navigate through city streets south of the Escondido Transit Center. However this does not provide a direct connection the Sprinter line, numerous bus services or the downtown area. As a part of this alternative, **we recommend study of the possibility of**

moving the transit center and adding a Sprinter station immediately adjacent to the station site at I-15. Additionally, redevelopment of the office parks, industrial sites, and vacant land that immediately surround the I-15 site should be strongly considered to ensure a walkable environment and higher levels of development.

A high speed rail station at the existing Escondido Transit Center site should also be considered. TOD is possible in this area as well and is in close proximity to downtown. As part of this alternative (along with the I-15 alternative), the Authority should encourage local leaders to plan for an expansion of the Sprinter line eastward that would connect the HSR station sites to City Hall and the hospital farther to the east, as well as to the Westfield North County Mall to the south. A possible alignment for HSR to return to I-15 is along South Centre City Parkway/Mission Road.

- **University City / Rose Canyon**

Californians For High Speed Rail **does not support further consideration of the program-level preferred station site in the University City area given its location along Rose Canyon (south of UTC mall), where there is no adjacent development appropriate for an HSR station.** However, we do support further study of the alternative site identified on the scoping meeting posters at the UTC transit center. This area may warrant a station because of plans to extend the San Diego Trolley system to the site, as well as high levels of planned TOD at the site. However, given the loud opposition to HSR in the area, an existing urban form that does not promote walkability, and the 24 station limit for the entire HSR system, it may also make sense to eliminate the proposed University City station site later in the planning process. However, for the alternative analysis process, we still feel it warrants further study, politics notwithstanding.

Regardless of whether there is a station located in the University City area or not, the existing alternative alignments identified in both the program-level EIR/EIS and on the scoping meeting posters should continue to be thoroughly studied. Attempts to eliminate these alternatives should be resisted at this time. This area may turn out to be the only feasible alternative to get HSR trains to the coastal areas to access downtown (and possibly the airport). **A bored-tunnel under the existing BNSF right-of-way (a.k.a. the LOSSAN corridor) should be considered for the HSR alignment through the Rose Canyon area (with no station) to avoid impacts to the canyon and the operation of existing freight and passenger rail services.**

There may also be an opportunity to run trains underground to and from the UTC Transit Center and go directly to I-5 (possibly via Nobel Drive), where it would then run along the I-5 corridor between Nobel Drive and SR-52 before re-joining the LOSSAN corridor (thereby bypassing Rose Canyon). There are no overpasses along this stretch of I-5, allowing for a much easier construction. The Authority should explore such an alignment as concerns over vibrations of a subway option (in the University City area) are likely to overblown.

- **New Alternative Alignments to Connect the HSR Alignment from I-15 to the LOSSAN Corridor**

It is essential that the Authority create new HSR alignment alternatives that explore routes to bring HSR trains from the I-15 corridor to the LOSSAN corridor. This is critical to ensure a feasible alternative to getting HSR trains to downtown San Diego.

New alignments should be considered along the following route:

- SR-56 and I-5 (possibly joining the LOSSAN corridor around Camel Mountain Road).
- SR-163 to SR-52 (would meet the LOSSAN corridor at SR-52).
- SR-163 to I-8 (would meet the LOSSAN corridor just east of I-5).
- Others should also be explored by the Authority in the area not listed here.

- **New Alternative: Qualcomm Stadium Site *and* a Downtown San Diego (Sante Fe Depot)**

Some residents and local leaders are calling for a station located at or near the existing site of the **Qualcomm Stadium in East Mission Valley and then possibly running HSR trains south to Tijuana along I-805. A station location at this site should be considered due to its central location**, which would provide easier access to large numbers of people than would locating all high speed rail stations in San Diego along the coast. However, given that serving downtown San Diego should be the highest priority for the HSR system in San Diego, it is our opinion that **an alternative that includes a station location at the Qualcomm Stadium site should only move forward if the following elements are included and excluded:**

- **A downtown San Diego station is still the terminal station** in San Diego and new an alignment, possibly along the I-8 corridor (or some other east-west corridor), is studied between Qualcomm and downtown San Diego. (**Note: If it is determined that constructing HSR between Qualcomm and downtown is not feasible, as was previously determined in the program-level EIR/EIS, the Qualcomm station site should be eliminated from consideration**).
- A large TOD is constructed at the Qualcomm Stadium site that is within walking distance with from the HSR station.
- **Consideration of running HSR south to Tijuana via the I-805 corridor is eliminated.** Plans to run HSR trains downtown San Diego need to be solidified and committed to before any access to Tijuana is considered. Furthermore, an I-805 alignment is vastly inferior to running trains downtown. We strongly oppose an I-805 alignment and feel any access south of downtown San Diego in the future should take place closer to the coast, possibly along the existing BNSF, Trolley, or I-5 corridors.

- **New Alternative: Dual Stations – Downtown San Diego (Sante Fe Depot) *and* San Diego International-Lindbergh Field Airport**

Californians For High Speed Rail **strongly encourages the Authority to add a new alternative that would include both the Downtown San Diego Station at the Santa Fe Depot *and* an airport station at Lindbergh Field.**

We vigorously **oppose** the current thinking amongst some in the San Diego that the “Destination San Diego” station at the Lindbergh Airport should become the terminal

station in lieu of the downtown San Diego station at the Santa Fe Depot site. Current efforts in the San Diego area to eliminate the downtown station are ill advised.

Having both stations would allow for easy access to downtown by foot while also providing a large park-and-ride lot for those with poor access to connecting transit services (which will likely be a very significant portion of the HSR ridership to San Diego due to the low-density land-use patterns in the majority of the San Diego area). Additionally, we should emphasize we see merit in providing direct HSR access to Lindbergh Field.

In addition to providing excellent access to the people headed to the airport or those with limited transit access at an airport station, a downtown HSR station at the Santa Fe Depot would further strengthen San Diego's dynamic downtown by allowing high percentages of riders to walk to their final destination. A tremendous amount of development is within a 10-12 minute walk from the proposed Santa Fe station site. Additionally, for those that would still need to hop onto the San Diego Trolley to reach their final destination, all lines would be integrated with the HSR station (whereas an airport station would likely not provide access to the heavily-used Orange Line of the Trolley). Therefore, no double transfers would be required to reach destinations such as the convention center (an airport station would likely require such double transfer). Also, Trolley capacity in downtown would be available to handle high numbers of HSR riders transferring to the Trolley to reach destinations such as the convention center. There would be space for HSR riders because of the fact that a high percentage of normal daily Trolley commuters disembark off the Trolley at or before the Santa Fe Station and the adjacent American Plaza Station.

However, without a station in San Diego's downtown, the downtown would become less desirable to businesses travelers and other visitors than other major downtowns around the state that would have HSR stations. One just has to imagine the ramifications of an airport-no downtown station scenario. If **all** downtown-bound riders are **forced** to connect to another form of transit (Trolley or taxi) at an airport station, not only will this be a large inconvenience to those that could walk from a downtown station to their destination, it would likely strain the capacity of the Trolley system, and probably break the system's ability to handle people at morning and evening rush hours, regardless of the new transit hub being planned at the airport. It is necessary to keep in mind that a huge number of people would be disembarking all at once at an airport terminal station, probably from trains that are 10 cars long. This mass of people would then inundate the smaller 2-3 car Trolley trains. One can only envision how many people would be discouraged from riding the CHSR system if they are required to squeeze themselves (and for some their large bags) into already crowded Trolley trains or are left stranded at the platform, forced to wait for an unknown number of Trolley train before finding available space to get on.

Finally, there is essentially no TOD development opportunity in the vicinity of the airport station. At the same time, downtown San Diego still has much potential to further intensify its land uses and become an even more dynamic place. An HSR station will be essential to provide additional transportation capacity to allow for such land use intensification downtown.

We believe that this new alternative provides the best of both worlds and supports the unique situation in the San Diego area.

- **Downtown San Diego (Santa Fe Depot) with no Station at the Airport**

Californians For High Speed Rail strongly supports the downtown San Diego station at the San Fe Depot site. This station is far superior to an airport station site in terms of connectivity to the light rail system and for the encouraging easy access to downtown for via foot for all the reasons mentioned above. **Therefore, we recommend including one alternative in the alternative analysis that examines a downtown only station without an airport station.** The intent of this recommendation is to allow for a downtown station if it is determined that it is not feasible to construct both the downtown and airport station due to the limited number of stations allowed in the CHSR system.

Californians for High Speed Rail **does not** support further study of the following alternative in San Diego County:

- **San Diego International-Lindbergh Field Airport with no Downtown San Diego Station**

See comments above. Our organization's current policy is that a downtown station is absolutely essential for high speed rail to be successful in San Diego. Therefore, we **strongly oppose** all efforts to eliminate the downtown station in favor of a terminal station at the San Diego International-Lindbergh Field Airport site (though we support the concept of an airport station).

Thank you for your consideration,



Daniel Krause
Vice-Chair of the Board of Directors
Californians For High Speed Rail



Brian Stanke
Executive Director
Californians For High Speed Rail

Attachment A

Criteria and Mitigation Measures

The land use impacts, growth inducement potential, and transportation impacts of a HSR stations along the Los Angeles to San Diego alignment can be very environmentally beneficial or negative, depending on the station location, mitigation measures chosen, and land use and transportation policies undertaken by the host localities. The following criteria and mitigation measure should be included in the process of selecting station and alignment alternatives.

The station sites need to maximize walking and transit access to the station in order to maximize ridership and minimize automobile trips generated (ATG). Therefore the amount of existing and planned transit-oriented development (TOD) around the site is of critical importance.

Station site selection criteria:

- Number of residences and hotel rooms existing within a half-mile radius of proposed station site.
- Square footage of commercial/ retail space within a half-mile radius of the proposed station site.
- Amount of transit-oriented development (TOD), residences and commercial square footage, the locality has committed to planning for within a half-mile radius of the proposed station site.
- The existing and planned peak hour capacity of connecting transit network to the proposed station site.
- Number of residences and hotel rooms and square footage of commercial and retail space within a one-seat, 15-minute, transit ride of the proposed station site.

Land use mitigation needs to focus on pulling development into the station area, away from more environmental sensitive areas on the urban fringe.

Land Use and Growth Inducement mitigation strategies:

- Growth management policies the locality has adopted or is committed to adopting that would direct growth into the half-mile radius of the station site.

Transportation mitigation strategies likewise need to focus on the reduction of automobile trips generated (ATG) rather than the subsidization of automobile parking and access. Transportation mitigation strategies include:

- Transportation demand management measures to be adopted by the station operator to mitigate ATG.
- Use of the Natural Resources Agency 2009 Proposed Rulemaking to evaluate transportation impacts in a broader more multi-modal approach, rather than the conventional intersection automobile level-of-service (LOS) analysis.¹ This includes use of ATG rather than LOS as the measure to mitigate.
- Transportation demand management measures adopted or committed to by the locality to mitigation traffic generation.
- Availability of current and planned local transit access to HSR stations to mitigate traffic generation.

¹California Natural Resources Agency. "Proposed Guideline Amendments" ("to the "Guidelines for Implementation of the California Environmental Quality Act"). <http://ceres.ca.gov/ceqa/docs/Text_of_Proposed_Changes.pdf>



Jerry Wilmoth
General Manager Network Infrastructure

November 23, 2009

California High-Speed Rail Authority
Dan Leavitt, Deputy Director
Attn: Los Angeles to San Diego EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814

**Re: Union Pacific Railroad Scoping Comments
For Los Angeles to San Diego via the Inland Empire EIR/EIS**

Dear High-Speed Rail Authority:

Union Pacific Railroad Company submits the following comments in response to the High-Speed Rail Authority's (Authority) Notice of Preparation pursuant to CEQA dated September 17, 2009, concerning the Project Environmental Impact Report/Environmental Impact Statement for the Los Angeles to San Diego segment of the high-speed train system (HSR). These comments also should be considered as responding to the Notice of Intent pursuant to NEPA as published by the Federal Railroad Administration in the Federal Register. Union Pacific understands that the Authority and the FRA will jointly prepare the EIR/EIS for this project.

For unknown reasons, the Authority did not send a copy of this notice to the undersigned or to any Union Pacific office of which I am aware. Consequently, Union Pacific was not advised of the November 20, 2009, deadline for scoping comments. Union Pacific requests that the Authority accept this letter as our late-filed scoping comments.

Union Pacific Railroad Company (Union Pacific) is a Delaware corporation that owns and operates a common carrier railroad network in the western half of the United States, including the State of California. Specifically, Union Pacific owns and operates rail main lines connecting the Los Angeles industrial and port complex to the San Francisco Bay Area, Sacramento, the Pacific Northwest, and to points in the Midwest such as Chicago and St. Louis. Union Pacific's Sunset Corridor connecting the Los Angeles port complex with Texas and the entire southeast is one of the busiest and most important rail lines in the country. Union Pacific's rail network, especially the Sunset Corridor, is vital to the economic health of the Los Angeles and Long Beach ports and of California and the nation as a whole.

Union Pacific previously submitted comments by letter dated May 13, 2008, to Mr. Mehdi Morshed, the Authority's Executive Director (copy attached), wherein the undersigned stated that it was not in Union Pacific's best interests to permit any proposed high-speed rail alignment on our rights of way. Union Pacific's position on this matter remains the same.

Union Pacific submits the following comments with reference to the scoping of the joint EIR/EIS for the Los Angeles to San Diego segment of the high-speed rail system.

- 1) Union Pacific owns the Los Angeles, Alhambra, and Yuma subdivisions rights of way in fee simple between central Los Angeles and the Colton – San Bernardino urban complex. Union Pacific controls the operation and maintenance of these subdivisions. No other carrier or government agency has the right to permit other railroads or rail operators to use any part of this right of way. These CTC-dispatched main lines, primarily single track but with some segments of double track, form the western end of the vital Sunset Route and are the main conduits for movement of Pacific Rim containers out of the ports of Los Angeles and Long Beach. The importance of these subdivisions to the efficient movement of containers and other freight traffic cannot be overstated. Confirming Union Pacific's prior statements, both written and oral, we will not voluntarily make any part of these subdivisions available for the high-speed rail alignment.
- 2) Major rail shippers are located along these subdivisions. In many instances, these shippers have constructed large unloading and storage facilities, including facilities for lumber, manufactured goods, automobiles, feed, and a multitude of other goods crucial to the Los Angeles area. Any HSR alignment on or adjacent to these subdivisions would terminate Union Pacific's ability to serve these shippers, and future shippers needing rail service, leading to serious economic loss to shippers, consumers, the state and the railroad.
- 3) In the Colton – San Bernardino urban complex, Union Pacific owns and operates a major freight yard which is crucial to its ability to serve customers on the routes to the east and Pacific Northwest. This yard, located at West Colton, is not available in whole or in part for the HSR alignment; it is fully reserved for present and future railroad operation.

The Authority must be aware of the following matters as it prepares the EIR/EIS:

- a) As a common carrier railroad, Union Pacific is subject to federal law governing abandonment or discontinuance of freight operations. Specifically, the Interstate Commerce Commission Termination Act (49 USC §10501 et seq.) prohibits a railroad from abandoning or discontinuing freight services over main or branch lines of railroad without authority from the federal Surface Transportation Board (STB). Union Pacific's operations over these subdivisions are subject to STB jurisdiction. The Authority may not undertake any action that effectively requires or causes Union Pacific to abandon or discontinue freight service on or over any portion of these subdivisions unless prior authority from the STB has been obtained. Union Pacific will deem any attempt by HSR to interfere with Union Pacific's operations over these subdivisions, including service to shippers, or to appropriate any part its right of way by eminent domain, as an attempt to force a de facto abandonment of freight service in violation of federal law.
- b) Slow speed freight trains and high-speed trains are incompatible on the same tracks at any time and at any location, including at-grade cross-overs. Union Pacific requires overhead clearance of 23 feet 6 inches, which is higher than the Authority contemplates for its electrical system. The Authority must provide grade-separated cross-overs for freight trains at necessary locations. The Authority must not contemplate operation of freight trains on any HSR trackage at any time (and vice-versa). HSR must comply

Mr. D. Leavitt, California High-Speed Rail Authority
Attn: Los Angeles to San Diego EIR/EIS
November 23, 2009

Page -3-

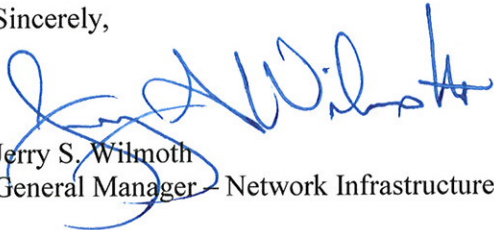
with all applicable FRA regulations with regard to freight trackage. Union Pacific does not believe it is possible or practical to devise any mitigation measures which will permit shared use of any part of its rights of way. Union Pacific will not voluntarily make any part of any right of way in the Los Angeles to Colton – San Bernardino segment available to HSR under any circumstances.

I want to emphasize again the critical importance of the Los Angeles, Alhambra and Yuma subdivisions rights of way to the movement of freight and containers into and out of the Los Angeles basin. The successful operation and growth of the ports at Los Angeles and Long Beach is directly tied to our ability to move containers over these subdivisions. Our capacity is already constrained during periods of normal traffic growth. We must reserve all of our rights of way for future capacity expansion. There is simply no room for high-speed rail on these lines.

Union Pacific is confident that its concerns listed herein will be fully addressed by the Authority and FRA during the EIR/EIS process. Union Pacific is willing to meet with the Authority and FRA to discuss its concerns about high-speed rail operation and to better understand the Authority's intentions regarding use of Union Pacific rights of way. Following such meeting, Union Pacific will be glad to consider all future requests by the Authority for information concerning operations, construction standards and mapping data.

Please direct all requests and correspondence to the undersigned.

Sincerely,



Jerry S. Wilmoth
General Manager – Network Infrastructure

Attachment



May 13, 2008

Mr. Mehdi Morshed
Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814

Re: California High Speed Rail Route

Dear Mr. Morshed:

Reference is made to our meeting of May 9, 2008, to discuss the current status of the California high-speed rail initiative and its possible impacts on Union Pacific Railroad.

It was a very informative meeting to hear the efforts you are undertaking as the high-speed train bond measure is being prepared for the November, 2008 ballot.

After hearing your plans regarding the proposed routing for this service, Union Pacific feels it is important for the California High Speed Rail Authority (CHSA) to once again understand Union Pacific's position as related to potential alignments along Union Pacific corridors. Union Pacific has carefully evaluated CHSA's project and for the variety of reasons we discussed during our meeting, does not feel it is Union Pacific's best interest to have any proposed alignment located on Union Pacific rights-of way. Therefore, as your project moves forward with its final design, it is our request you do so in such a way as to not require the use of Union Pacific operating rights-of-way or interfere with Union Pacific operations. The State of California and the nation need railroads to retain their future ability to meet growing demand for rail cargo transportation, or that cargo will be in trucks on the highways.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jerry Wilmoth".

Cc: Scott Moore – UP
Wesley Lujan – UP

Jerry Wilmoth
General Manager Network Infrastructure

UNION PACIFIC RAILROAD
10031 Foothills Blvd., Roseville, CA 95747
ph. (916) 789-6360 fx. (916) 789-6171